CHICAGO UNION STOCK YARDS

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ESTABLISHED 1865

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Cover: Historic Stone Gate, entrance to the Chicago Stock Yards, was built in 1879, survived the fire of 1934.

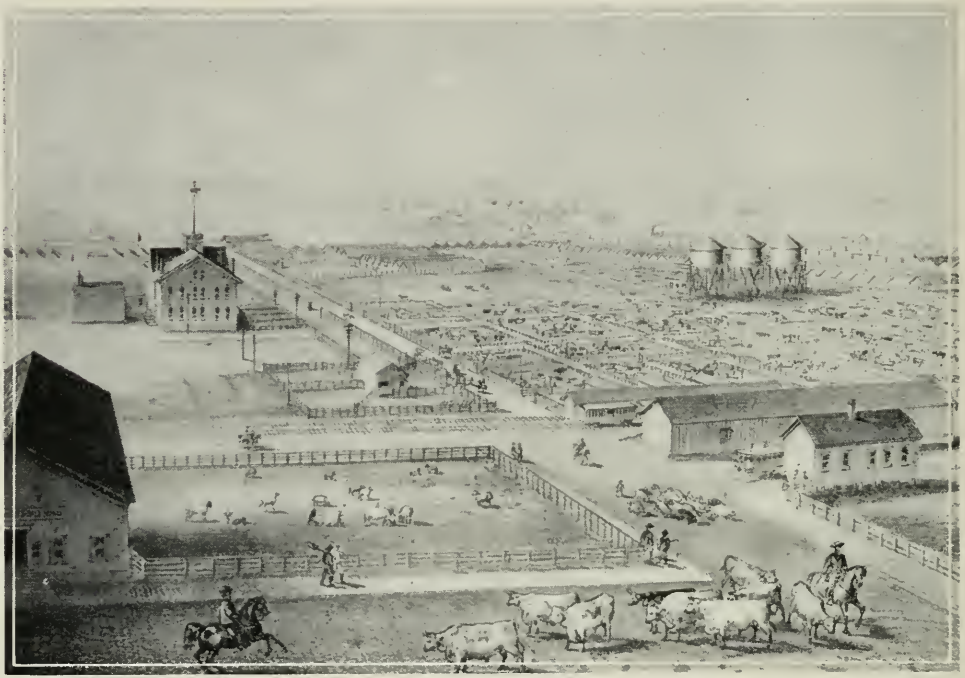
Original Etching by
Eugenie Glaman

ILLINOIS HISTORICAL SURVEY

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History of the Yards

1865---1953



19th Century Stock Yards Scene

THE STORY OF WHY THE CHICAGO UNION STOCK YARDS is located where it is, and why it is and has been the greatest livestock market in the world ever since it was founded, is largely the story of the development of transportation in rich agricultural regions of the Midwest and West. So we must go back to the early settlement of this vast territory to establish the background of this giant of private enterprise.

The earliest settlers in mid-America moved from the East down the waters of the Ohio river valley and from the South up the Mississippi and its tributaries which could be navigated the year around. They made their homes usually on the edge of timber near water and left the open prairies untouched as a sea of rank grasses. Thus Cincinnati, St. Louis and towns on the southern-flowing rivers in Indiana and Illinois were well-established while the site of Chicago was still a swampy marsh at the head of the winter-bound Great Lakes system. Surplus livestock, mostly hogs, were slaughtered at many river towns, the products processed, and then floated down the rivers to market. Droves of matured steers raised on the prairies were driven on foot to the East and fattened near the consuming centers.

Fort Dearborn was built on the future site of Chicago, among Indian tribes, because it was on the water highway along which the early Indian traders brought in their barter goods in the fall and took out the trappers' furs in the spring through the Great Lakes. Here the waters flowing down the Des Plaines river to the Gulf and the waters of the Great Lakes flowing to the Atlantic met in a small swamp known as Mud Lake, near the present Central Manufacturing District, located just northwest of the Stockyards, which could be navigated at times or by-passed by a short portage.

The first recorded slaughter house in the settlement which grew in the

shadow of Fort Dearborn was built of logs on the north branch of the Chicago river in 1827 by Archibald Clybourn. He had a government contract to supply the fort and its Indian wards with meat to supplement the abundant wild game. Cattle were driven in from the prairies and mast-fed hogs were herded from the forests along the Wabash river by the "Hoosiers." As the settlement grew, others engaged in slaughtering, some of the operations being conducted in the open, a favorite location being under a tree near the present site of the Art Institute.

Chicago did not have a natural harbor and the earliest lake boats had to anchor offshore. The lake current was to the south and threw up a sand bar across the mouth of the river so that it emptied into the lake only after swinging to the south a considerable distance. The government dredged across this sand bar and constructed breakwaters to keep a channel open so that lake vessels could enter the river. From then until after the eastern railroads entered the city in 1852, Chicago enjoyed a growing lake traffic, by sail and steam boats, with the lumber camps of the North and the lake ports of the East during the open navigation season. Some cattle were shipped out alive on the open decks of these boats, but most of their benefit was in providing a new outlet for preserved meats and livestock products and bringing in supplies. Materials for making barrels and tierces, and salt were brought in by boat and unloaded on the main stem and both branches of the river where numerous slaughter and "packing" houses were built. (The term "packer" is still used today although it has long since lost its original meaning.)

These plants had two main seasons of activity—packing beef late in the fall, when the cattle were fat from summer grazing on the prairies and shipping out just before winter closed lake traffic, and packing pork in the late winter, during cool weather, to be moved out as soon as naviga-



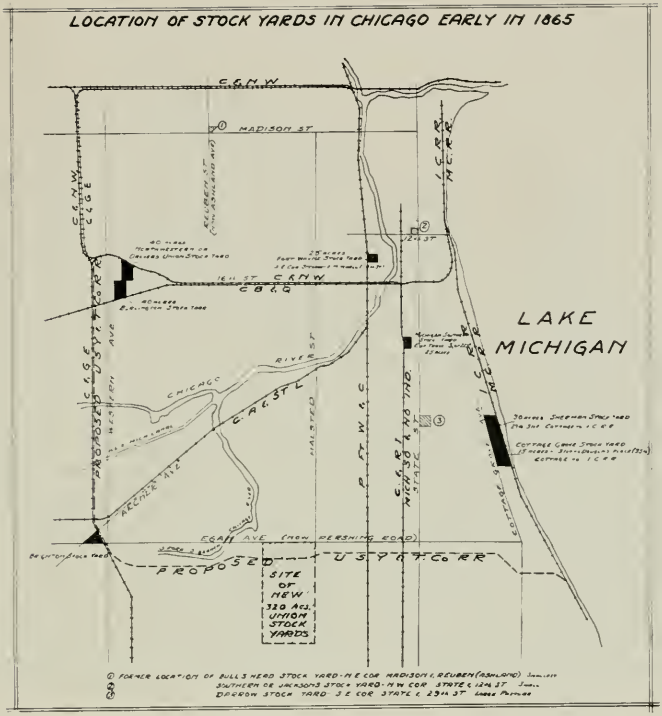
Hough House—A New Hotel in 1865—stood on the present site of Stock Yard Inn

tion was resumed again in the spring. Contracts were made in advance with large cattle operators for delivery of certain weight carcasses. At the specified time the cattle were grazed to the edge of the city and held there on the prairie until their turn came to be slaughtered and packed. The hogs also were generally contracted for in advance and were driven in by drovers while the rivers and roads were frozen, or slaughtered in the country and the frozen carcasses hauled in by sled or wagon.

Sometimes payment was delayed until the meat could be sold in the East, and at times the stockmen even failed to ever receive any of the proceeds. Such an experience caused one of the largest cattlemen, Isaac Funk of near Bloomington, Illinois, to station his younger brother in Chicago as early as 1839 to provide slaughter and retail market facilities to protect their interests. Isaac's portrait, with those of his son and grandson, hangs today in the Saddle and Sirloin Club at the Stock Yard Inn where his great grandsons can view them when they come to market with their stock.

To accommodate the country trade, a ring of taverns was built on the highways leading into Chicago and some of these, catering to the drovers, offered pens where their stock could be yarded at night and also offered large pastures for grazing the stock during the day. On occasions when some of the stock had not been contracted for, buyers would ride out to trade with the owners. The first of these tavern stockyards was located on a sandy ridge trail on the lake shore near the present Cottage Grove Avenue and 29th Street. Willard F. Myrick had conducted a tavern at this point on the Detroit stage coach line since 1837. Most roads, however, entered Chicago through swampy land and these roads were almost impassable during part of the year.

This led in the late '40s to the building of plank toll roads, operated



Map Depicting Yards of 1865

by private companies for profit, and the building near them of more taverns with stock pens. One of the most famous of these was the Bull's Head Tavern where the southwestern plank road (now Ogden Avenue) met Madison Street. It was built by Matthew Laflin in 1851 as a part of developing his extensive land holdings in the western division of the city. This tavern and yard have been erroneously credited by some historians as being built in 1848 and as being the first stockyard in Chicago—an honor which belongs to the Myrick yard on the lake shore. Other prominent tavern stockyards were Darrow's, located on the southern plank road (at what is now State Street, named for the state highway, and 29th Street) and Jackson's at State and 12th Streets, then the southern limit of the city. Livestock marketing in Chicago centered around these four tavern yards until 1852, when the coming of the eastern railroads revolutionized the industry.

The completion of the Illinois and Michigan canal in 1849 (joining the Illinois river and Lake Michigan through the natural Mud Lake juncture), the building of the first railroad in Chicago the same year (headed west for Galena and now the Chicago and Northwestern Railroad), the increase in lake traffic and the rapid growth of Chicago led to the construction of more slaughter and packing houses along the south branch of the river. These increased competition for the stockmen's and smaller farmers' cattle and hogs and resulted in more trading at the tavern stockyards so that by the early '50s live stock was being weighed on platform scales and resident agents, such as the modern commission men, were located there to furnish their selling services to the producers. Some of the slaughter houses offered to "custom-kill" animals for the account of the owners, if desired.

However, the real change from the early contract to the modern cash



Exchange Building, Home of Yards' Offices


INTERNATIONAL LIVE STOCK EXPOSITION
AND HORSE SHOW
PARADE OF BEEF CATTLE

sale system came in 1852 when the Michigan Central and the Michigan Southern Railroads arrived from the East and brought in outside competition since livestock could now be shipped east alive all year around. Stockyards, with commission men, market reports, hotels, scales, rail connections for receipts and shipments and all the other services and facilities as known today were constructed near the terminals of each new railroad as it reached Chicago. The Myrick yard, then serviced by both the Michigan Central and the Illinois Central, was greatly enlarged to become the Lake Shore yard, but the Bull's Head and other tavern yards which were not reached by the railroads soon faded and closed. In 1856 a railroad was built across the city on 16th Street which made it possible to move cars from the Western to the Eastern lines and greatly increased the volume of livestock handled through Chicago. By this time the lake and canal traffic and the plank road movement had begun to pass into history, some of it after only a few short years of prominence. Their transportation could not compete with the railroads.

The rapid expansion of the railroads throughout the Midwest soon made Chicago the largest railroad center in the world, a distinction which it has enjoyed ever since. The rich prairies with their matted sod had been broken with great teams of oxen pulling heavy specially built plows and were producing unbelievable yields of corn and grain in sections which were undeveloped before the railroads furnished their magic touch. Cattle and hogs were fed the golden harvest with a lavish hand. Improved livestock was brought in from Ohio and Kentucky and early in the '60s Chicago became the livestock capital of America, a position which it has continued to hold. By 1861 Cincinnati had to bow to the inevitable and watch the giant of the rails, free from the seasonal limitation of water transportation, slaughter more hogs than old "porkopolis" on the Ohio.

Then came the Civil War and Chicago was already in position to become the great food depot of the Nation. The blockade of the Mississippi shut off the old north and south river trade and substituted a west and east rail trade funneled through Chicago. Packing plants deserted the danger zones of the border states and built new plants along the south branch of the Chicago river, mostly east of Halsted Street. While much of the meat for the Union Army was prepared in the numerous Chicago plants, a large number of cattle were shipped out alive and held close to the front, to be slaughtered only as needed to feed the troops. This great upsurge in the livestock trade of Chicago proved that the many separate stockyards located on the various railroads were not adapted to efficient and economical trading and handling, and there was a general demand from all elements of the trade for a new large Union Stockyard where the supply of livestock could be concentrated and all sellers and buyers coud meet in open competition. The railroads were anxious to deliver and receive cars over a junction line that would connect all of their lines with the consolidated market to avoid excessive switching and loss of control over their scarce equipment.

In June, 1864, the Chicago Pork Packers Association made what was the first publicly recorded concerted move to establish a Union Stockyard when it passed the following resolution: "That it is the sense of this association that the various stockyards of the city ought to be consolidated in one. That said consolidation ought to be conducted by a joint stock company, the stock of which should be accessible to all. That the said yard, to meet the requirements of the various interests concerned, ought to be located near the city limits of the south division."

At the same time the nine railroads entering Chicago were joining forces and soon were prepared to abandon the separate yards on their lines

MODERN TRUCK DOCK FOR HOGS



MODERN TRUCK UNLOADING DOCK



and largely finance the construction of a new union yard. In addition to the Lake Shore yard, still owned by Myrick but leased to John B. Sherman until January 1, 1866, the following stockyards were located on the railroads: Cottage Grove yard, just south of the Lake Shore (Sherman) yard, on the Michigan Central and the Illinois Central; Michigan Southern Yard at 22nd Street on the Rock Island; Fort Wayne yard at Stewart and 14th Street; Northwestern yard at Western Avenue near 16th Street; Burlington yard adjoining the Northwestern yard on the south; and the Brighton yard at Western Avenue and 39th Street on the Chicago, Alton & St. Louis and on the Chicago & Great Eastern Railroads. These seven stockyards located on railroads were either owned by the railroads or their business was controlled by them, and they all closed a few days after the new Union Yard was opened.

A site was selected just south of the city limits (now 39th Street or Pershing Road) lying for one mile along the west side of Halsted Street and comprising 320 acres of unused swamp. It was purchased from Congressman John Wentworth and his wife for $100,000 and held in the names of three Eastern railroad officials until a charter for a new company could be secured from the Illinois legislature. A little later an additional 25 acres were bought adjoining the main block on the northwest, in order to give more east and west breadth for the laying of railroad tracks and unloading platforms. A right-of-way (now used by the Chicago Junction Railroad) was also obtained outside of the city for tracks to be laid from the first railroad on the lake shore across the north end of the new stockyard site and on past the southwest corner of the city on Western Avenue, then north until the last of all nine of the railroads was reached near 16th Street.

On February 13, 1865, a charter was granted to the Union Stock Yard

& Transit Company of Chicago, under which the market activities have been conducted ever since. Work of draining the site had already been started on June 1 and throughout a very wet summer and fall a force of men, many wearing their left-over Army uniforms, pushed the work of planking the ground, putting up permanent brick buildings and wooden sheds, digging wells and laying tracks before winter set in. On Christmas Day, 1865, the opening ceremony was held and since then the market never has been closed day or night, operating along the same basic lines as in the beginning.

The nine railroads subscribed $925,000 of the $1,000,000 stock to build the market, but additional capital soon had to be borrowed to complete the initial construction. Within a few years the railroads sold their stock to the general public and since then have had no financial interest in the company they helped so actively to start. Some of the leading Chicago packers took a prominent part in the launching and early management of the company, but in a short time all of the nine directors were officials of the nine railroads. Timothy B. Blackstone, president of the Chicago, Alton & St. Louis (now the Gulf, Mobile & Ohio), was the first president of the company and his chief engineer, Octave Chanute (later a pioneer aviation leader) laid out the property. Col. Rosell M. Hough, a noted packer and civic leader, had charge of the construction and the new hotel was named the Hough House in his honor (later it was renamed the Transit House). The group of men active in the launching of this great project were very prominent in many Chicago business and railroad circles. Some of them were close personal friends of Abraham Lincoln and set aside their activities in building the yards to accompany his body to Springfield for the final rites. To J. Young Scammon, the treasurer of the company, was intrusted the responsibility of training the martyred President's eldest



Live Stock National Bank

son Robert in his law office, and other officials of the company were also closely connected with the Lincoln family. It is fitting that a bust of Lincoln now stands in front of the Exchange Building in the heart of the stockyards, for this market place is a monument to the far-sighted vision of his friends. Now, as then, the basic principle was the bringing together of all elements of supply and demand in free, open competition to arrive at fair values, something that the numerous small scattered stockyards with their small volume and limited competition had never been able to do.

With the opening of the new market, each railroad used its own motive power to bring in and take out its livestock and retained possession of its own cars, the employes of the Stockyard Company unloading and loading all of the cars—a system still being followed today. The Stockyard Company has always handled the feeding and weighing, built and maintained the property and furnished hotel and office facilities, but has had no part in the buying or selling of the livestock.

The commission men were moved over from the scattered yards when they closed, and rented office space in the company's new Exchange Building. They were assigned pens in which to operate and continued to offer their personal services to the patrons of the market, as they still do today. There were no packing houses near the yard when it opened since the plants on the river, two and one-half miles to north, were already well-established there but in a few years new plants were built west of the yards in what became known in later years as "Packingtown." These buyers as well as representatives of plants located away from Chicago were then and are now free to bid on any of the animals offered for sale. All transactions always have been for cash, and no shipper to the market ever has failed to be paid for his consignment. None of the Chicago packing houses of today is still operated under the name by which it was known in 1865, although Nelson Morris and some of the Armours were active here at that time as individuals.

During the Civil War a vast supply of cattle had backed up on the breeding and grazing grounds of Texas and the Southwest for lack of access to a market. Soon after the opening of the Union Yard, the railroads continued to push out toward the West. Great droves of cattle were grazed up the historic trails to meet them at Abilene, Kansas, and other railheads. Chicago furnished a cash market for the untold thousands of these longhorns that gave the canned meat business its great impetus. A figure on the north entrance facade of the present Stock Yard Inn represents one of these fearless cowboy drovers as well as another figure representing a staid corn belt land owner and feeder of the early days of this market.

The great Chicago fire in October, 1871, did not touch the stockyards and packing plants and this industry continued to function without a hitch throughout the dark days which followed. This stream of cash and

"CHICAGO STOCK YARDS BY NIGHT"

FLOOD LIGHTING OF NEW TRUCK DOCK AND AREA PERMITS 'ROUND THE CLOCK OPERATION IN YARDS



business activity was a major factor in helping the stricken city to rise out of its ashes, serving as a foundation on which to build an even greater metropolis.

In the early days of the railroads it was impossible to move fresh meats with any freedom. Animals had to be shipped long distances and slaughtered near where the meat was to be consumed. Packers centered at the Chicago market played a prominent part in developing refrigerator cars in the late '60s and in the '70s. The cars since have made it possible to ship perishable products all over the country.

At one time in the market's history lake boats were towed to the north boundary of the market where they unloaded their cargoes into large warehouse sheds for transfer to the railroads which ran along the south sides of the sheds. This was accomplished by dredging out an arm of the south branch of the river, later to be filled in again to form the present Pershing Road. Much lumber, to be used in the continual expansion of the stockyard pens and buildings, thus was delivered by boat from the northern mills; and livestock bought on the market was moved on flat boats to the slaughter plants then located nearer the city.

The Chicago market has been an important factor in improving the livestock of America and making agriculture more profitable. On September 19-21, 1871, only a few days before the Chicago fire, one of the greatest purebred hog shows of all times was held at this market. After the old Lake Front Fat Stock Shows had been abandoned for lack of proper housing facilities, the Stockyard Company initiated a much more inclusive agricultural exhibition which has developed into the world-famous International Live Stock Exposition. An early frame pavilion just south of the Transit House (replaced in 1912 by the present Stock Yard Inn) was destroyed by fire in September, 1899, and immediately was replaced by a

larger brick structure so that the first International Live Stock Exposition could be held there in December, 1900. This building was enlarged in 1905, and when it in turn went up in flames in the great Stockyard fire of May, 1934, it was replaced by the present Chicago Convention Building and International Amphitheatre, which was air-conditioned immediately before the two national political conventions held in that building in July, 1952. The Purebred Record Building with its association headquarters, and the Chicago Daily Drovers Journal with its market and livestock news are but some of the contributions which this market has made to the advancement of agriculture.

When the market was founded it had to be a self-contained town because it was far from the city. A reporter sent out from the city on horseback to cover a fire near the yards was forced to turn back while still two miles away from the market on Halsted Street because floods made it impossible for him to locate the road. Today, although surrounded by the city, it still maintains its self-sufficiency with its Livestock National Bank, hotel, restaurants, light and power plant, water pumping station, fire engine companies, police force, railroad offices, stores, bakery, harness shop and practically everything needed to make a complete town.

During the first 86 years of its existence and since its first cars of hogs were unloaded from a Burlington train soon after the close of the Civil War, there have been received at this famous market place the staggering numbers of over 194,000,000 cattle, 25,000,000 calves, 530,000,000 hogs, 229,000,000 sheep and 4,000,000 horses; totaling 983,000,000 head worth more than $28,000,000,000.

The story of this market started with the changes in pioneer transportation. After three-quarters of a century of railroad dominance, a new system challenged their supremacy. With the spread of hard roads, trucks

have taken over much of the short-haul movement of livestock. Nearly 90 per cent of the livestock received at the Chicago market for sale now arrives by trucks. Changes constantly are being made in its facilities to meet the needs of this change in the mode of transportation. The long hauls, especially outbound shipments to packing plants in the East, are still largely handled by the 22 railroads serving this market. Only the future can tell what further changes in transportation will affect the history of the world's greatest livestock market, The Chicago Union Stock Yards.

CHICAGO CONVENTION BUILDING AND INTERNATIONAL AMPHITHEATRE



Amphitheatre Country's Finest

Dominant over all is the huge and modern Chicago Convention Building and International Amphitheatre facing Halsted Street at the East side of the Stock Yards. It comprises 270,000 square feet of exhibit area. Built in 1934 following the Stock Yard fire which destroyed the old Amphitheatre, it is today one of the country's largest and finest show buildings and is used for many events during the year other than the live stock exposition for which it was built and named.

Both the Republican and Democratic 1952 National Conventions were held here.

The Chicago market also has its own daily newspaper, the Drovers Journal—extensive construction works for the repair and maintenance of all facilities—shops—a quality harness and saddlery maker—post-office—numerous restaurants—in fact everything required for a self-sustaining business and industrial community.

The Yards are easy of access from all parts of Chicago. Surface Lines, Bus and the Elevated provide frequent service. It is also readily reached by car. One of the popular features of the International Amphitheatre, in which many industrial and trade shows are held annually—in addition to the International Live Stock Exposition—is the free parking area adjacent to it that accommodates 4,000 cars. The country's only National Automobile Show is held annually at the Amphitheatre. Two of the largest banquets in the history of the nation were held in the building recently when 4,000 persons sat down to dine.

The Stock Yard Inn

The Stock Yard Inn is intimately associated with America's live stock industry. Here the men who do the spade-work that puts meat on the tables of America have foregathered over the years to enjoy each other's society, to consummate fabulous trades, and to participate in a cuisine known from coast to coast.

The Stock Yard Inn was erected in 1912. It has 175 comfortable rooms, and a number of public and private dining rooms and meeting halls. It was designed originally for the accommodation of stockmen having business on the Chicago market—the world's largest center of live stock trade. It is of authentic Tudor architecture, rated the finest example of that type of construction in the Midwest.

The Inn has played host to several presidents of the United States and to many other prominent and distinguished people from this and other countries — particularly Great Britain and Canada, Argentina, Brazil, Mexico, South Africa, Australia and New Zealand.

The Stock Yard Inn's newest improvement is the Sirloin Room. It is one of Chicago's finest dining rooms. Quality of service is its pride.


STOCK YARD INN
Stock Yard Inn

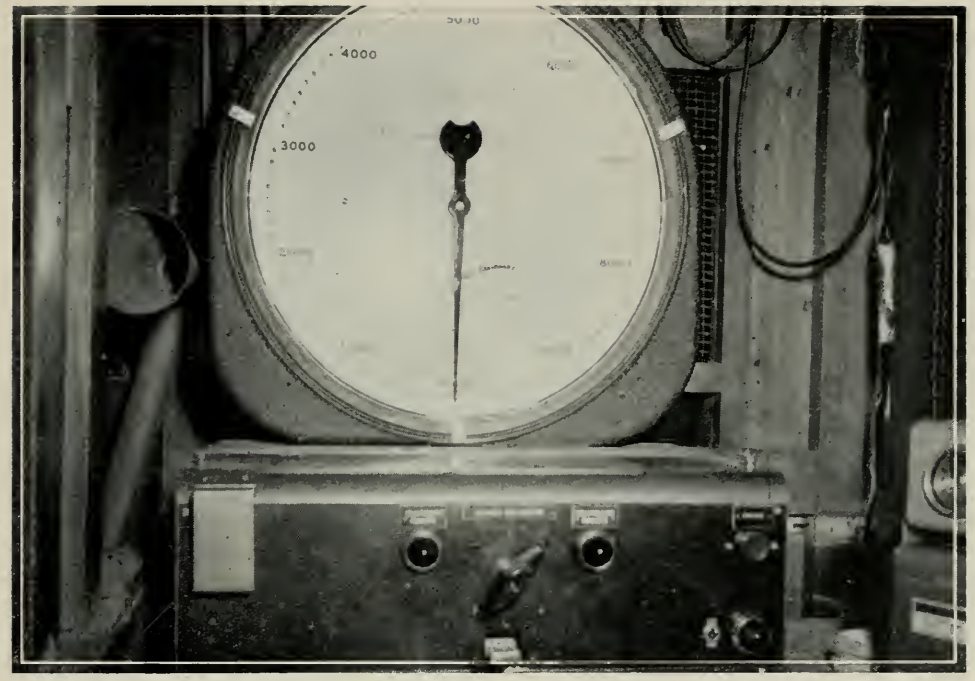


Weather Proof Auction Arena

Modern Equipment of the Yards



Fleet of 50 Trailers Cleans Yards



Electronic Scales of 30,000-Pound Capacity



Lift Truck Cleans Up



Hog House Sweepers clean 5 miles of second floor hog alleys



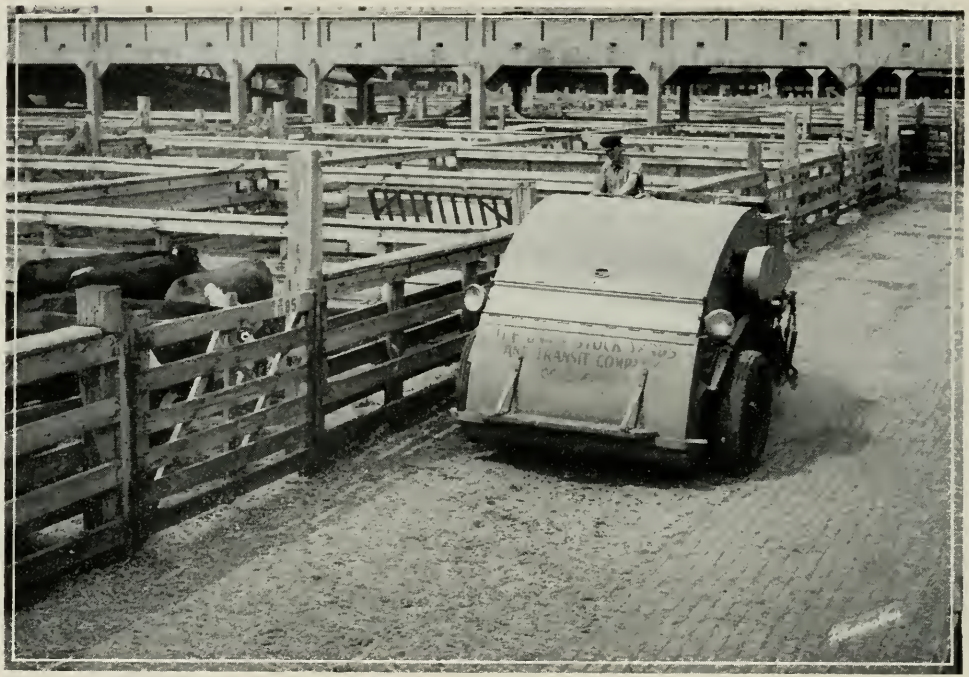
Battery of 6 Loaders Cleans Pens



Grain-O-Vater Fills Corn Boxes



Trucks Handle Feed Loading



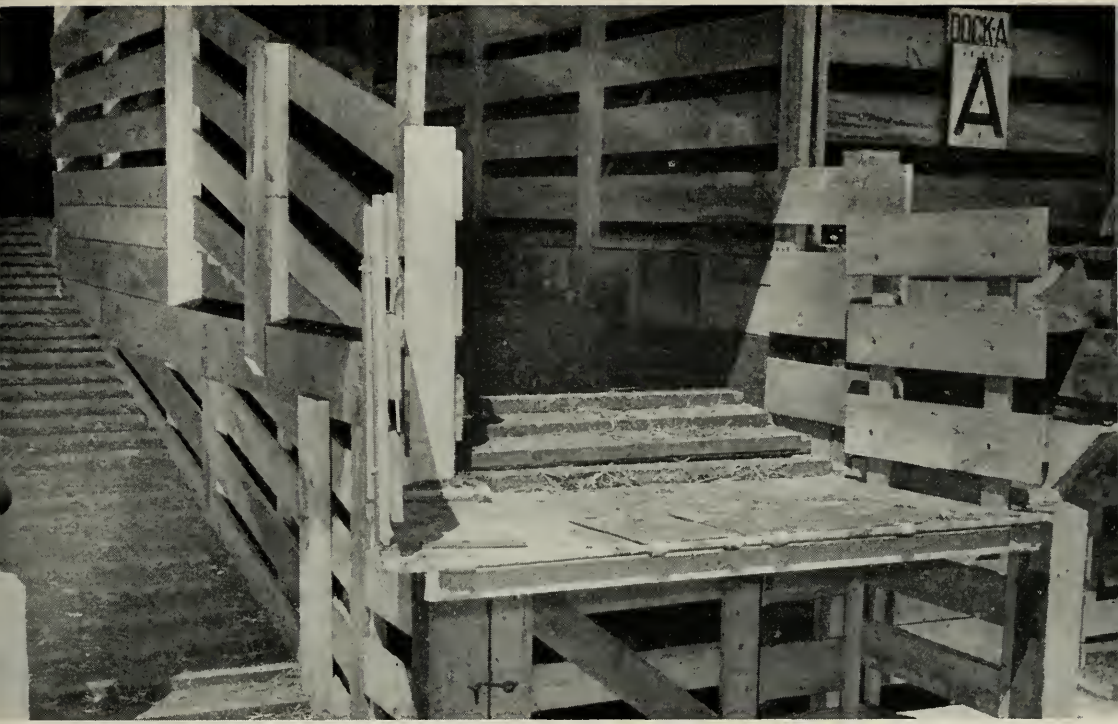
Cattle Alley Sweepers operate cleaning of 35 miles of cattle alleys



Periodic Test of Scale with Latest Testing Equipment



Non-Slip Concrete Paves Alleys



Double Deck Truck Dock for Hogs

Reasons for Shipping to Chicago

There are more buyers at the Chicago Stock Yards than at any other marketing point in the country. Demand is keen and constant.

☆ ☆ ☆

The newly installed and specially designed cleaning and feeding equipment is the most modern at any market in the world. It assures the best of service to shippers.

☆ ☆ ☆

The Chicago Stock Yards' central location is easily accessible to all parts of the country.

☆ ☆ ☆

The largest packing houses in the world are located here. Spacious, clean pen room is provided for yarding, feeding and watering.

☆ ☆ ☆

At the Chicago Market, there is a variety of live stock for all buyers such as packers, shippers, and small killers, making it a more competitive market and insuring the producer and feeder the greatest returns for their live stock.

☆ ☆ ☆

The buyer who bids highest gets the stock. The killer needing only a few head is just as free to bid and buy as one seeking a trainload of stock.

Government inspected scales with registering beams are manned by experienced and bonded weighmasters.

☆ ☆ ☆

Commission men not only possess a thorough knowledge of values but are highly skilled in the art of bargaining, knowing which buyers to contact to obtain the highest possible prices.

☆ ☆ ☆

For the consignor's protection, every commission firm is properly bonded.

☆ ☆ ☆

Chicago is the live stock barometer of the world. Without Chicago, the stockman would be at a disadvantage in knowing the true value of his live stock.

☆ ☆ ☆

The Chicago Market is a safe place to sell live stock. Not a single shipper in the history of the Yards has ever failed to receive his full net proceeds.

☆ ☆ ☆

All sales are on a cash basis and proceeds are promptly remitted to the owner.

☆ ☆ ☆

The live stock farmer best serves his own interests by shipping to the central market.



Monthly Sound Films are distributed free by Union Stock Yard & Transit Co.

Physical Description of the Yards

The Chicago Union Stock Yard is one mile long and one-half mile wide, representing an enormous investment in land, a nine-story office building and many other structures, nearly 150 miles of trackage, railroad equipment, the country's finest truck unloading chutes, cattle pens, sheep and hog houses, horse stables, scale houses, grain elevators, sale rings, water systems; and a vast investment in new mechanical equipment.

There are about 13,000 pens, 8,500 of which are covered for the housing of sheep and hogs. The record receipts for a single day are 49,128 cattle, 122,749 hogs, and 71,792 sheep.

At the crossroads of the continent, Chicago, greatest railroad center on earth, has been a natural outlet for meat animals from the great live stock production areas of the west, and the meat industry has been one of Chicago's great economic cornerstones. Flocks and herds are turned into cash as they arrive and are sold. Ownership changes at the weighing scales.

As the animals stream in over 22 railroad lines and in thousands of trucks, cash rolls back to the farmers and stockmen.

The Stock Yards provide an open, free and public market. Any owner of live stock may send it in and sell it himself or employ anybody he chooses to sell for him. Anybody with money can buy. The management of the market neither buys, sells nor kills live stock. The buyers and sellers themselves operate by a simple word of mouth method and one boast of the Stock Yards is that no farmer ever has failed to receive payment.

A huge live stock hotel furnishes room, board, and services for animals. It receives for the railroads and truckers, counts, feeds, waters, weighs and delivers the animals for slaughter or reshipment, but it takes no part in the transactions on the market.

Show Price Records at Chicago

The Grand Champion Steer at the first International in 1900 was a 1,430-lb. Angus fed by Stanley Pierce, Creston, Ill. This animal sold at $1.50 per pound. The record price for International purple ribbon winners was established in 1950 at $12.00 per pound for a 1,045-lb. Hereford steer, fed and exhibited by Lloyd Robinson, Big Spring, Texas.

The Grand Champion carlot of fat steers, Herefords, set a record of $200.00 per cwt. in the 1945 Chicago Market Fat Stock Show.

Highest price barrow in Chicago, a Chester-White, brought $7.00 per pound in the 1945 Chicago Market Fat Stock Show.

The Grand Champion load of hogs in the 1946 International, Berkshires, set the record of $37.00 per cwt.

Record for individual lambs is $7.50 per pound paid in the 1948 International for a Hampshire.

The Grand Champion load of lambs at the 1950 International brought the record price of $75.00 per cwt.

In the second annual Chicago Feeder Cattle Show and Sale the 1950 grand champions, a load of 435-lb. Hereford steer calves, brought the record figure of $91.00 per cwt.

Descriptive Market Terms

CATTLE

BUTCHER CATTLE are usually tidy or trim weight stock, steers and heifers, generally around or under the yearling age, carrying good flesh and desirable for the "City Butcher" trade.

SHORT FED cattle are those fed not long enough for choice or prime finish.

WARMED UP cattle are those fed for a brief period (time varies).

GRASSERS are cattle fitted for market on the range or pasture alone.

CANNERS are poor, thin cattle furnishing low grade meat not suitable for the butcher's block.

HEIFERETTE—Actually a young cow that has had one or more calves, but which, because of straight underlines, smoothness and small udder, can at times be substituted for heavy heifers.

CUTTERS are cattle ranking one grade above canners, but furnishing meat of a very low quality.

SAUSAGE or BOLOGNA bulls are those not carrying enough flesh for beef but ideally adapted for use in sausage manufacture.

STOCKER CATTLE are those primarily suited to go back to the country for further growth, either on grass or "roughness," before ready for feeding.

FEEDER CATTLE are those of sufficient growth or flesh to be suitable for placing immediately on feed—usually 800 lbs. and upward.

REPLACEMENT CATTLE may be any class or sex going to the country for fattening.

HOGS

BARROW—An animal castrated before reaching sexual maturity.

GILT—A young unbred sow or one which has not been bred long enough to show signs of pregnancy.

BUTCHERS—Strong weight barrows or young strong weight sows, usually gilts.

GRASS WIDOWS—Sows that have weaned litters and had been run on grass before marketing.

SHOATS—Pigs weighing up to 140 pounds.

SKIPS—A term expressing inferior light stock.

SHEEP

SPRINGERS—New crop lambs, usually marketed from early spring to late autumn.

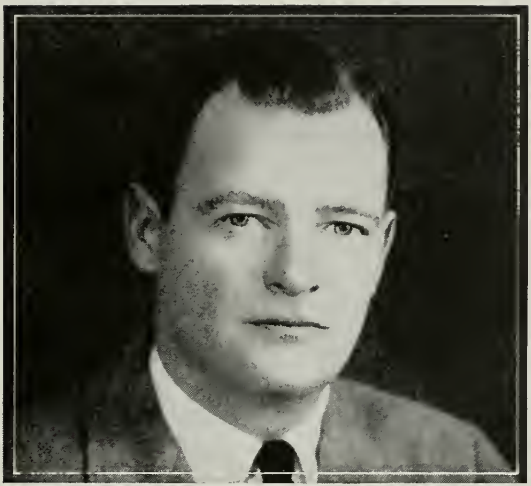
YEARLINGS—Young sheep, generally from one to two years old or have cut their first pair of permanent teeth. May be either ewes or wethers.

WETHER—A male that had been castrated in its infancy.

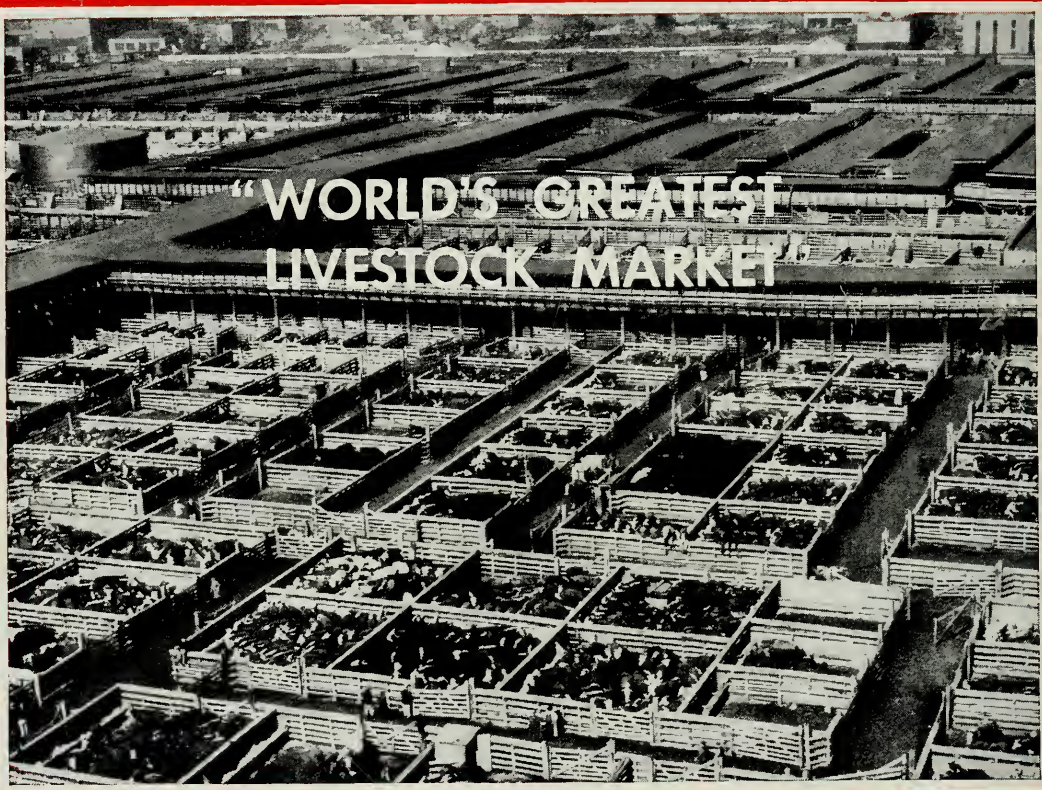
CULLS—Inferior lambs or sheep.

CANNERS—Very thin sheep.

COMEBACKS—A western lamb that has come to market, gone back again to the country for feeding and subsequently returned to market.



William Wood Prince, President
Chicago Union Stock Yard & Transit Co.


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